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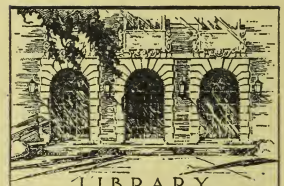

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CARLISLE JOINT STATION,

AND

APPROACHES FROM NORTH, SOUTH, EAST, & WEST,

INCLUDING

SAINT NICHOLAS LEVEL CROSSING

AND

CROWN STREET JUNCTION.

INSTRUCTIONS

TO

SIGNALMEN, DRIVERS, GUARDS,

BREAKSMEN, & OTHERS.

JANUARY, 1865.

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CARLISLE JOINT STATION.

Instructions to Signalmen, Engine Drivers, Guards, Breaksmen and others.

☞ See Diagrams of the System of Signals on the Joint Line and approaches.

The number of distinct Steam Whistles required for Passenger Trains and Engines, and Goods Trains and Engines, is denoted in Red Letters upon the several Signals shewn in the Diagrams, as well as printed herein.

The attention of Engine Drivers is especially directed to the rule regarding Speed, as follows:—

1

Speed.

That no Engine, with or without Train, must enter or pass over any part of the Joint Line, *that is, between Saint Nicholas Level Crossing and the Raised Signal Cabin at the North End of the Passenger Station*, at a greater Speed than Four Miles an hour.

2

Signals within Limits of Joint Station.

The Signalmen are specially instructed to work the Signals in their charge, so as to check the speed by not lowering the Danger Signals within the Limits of the Joint Station too soon.

3

Signals of Danger, and for Line Clear.

The Danger Signal is shewn by the Red Arm being raised to the horizontal position, invariably on the left hand side of the post, as seen by the approaching Engine Driver during Daylight—and the Red Light on the same post for Night. For Line Clear—By Day the Red Arm is lowered; by Night the Red Light is changed to Green.

4

Head and Tail Lamps.

Every Engine or Train Passing over the Joint Line after Dusk must have the proper Signal Lamps lighted in front and rear.

5

Foggy Weather.

In Foggy Weather extra Caution must be used to insure the safe passage of Engines and Trains.

6

Engine Smoke.

Engine Drivers are required to prevent smoke within the Passenger Shed.

7

Signals.—St. Nicholas Level Crossing.

The Signalman must keep the Distant and Stationary Signals, North, South, East and West, always set at Danger, and no Engineman must pass until the Danger Signal against him is lowered by Day, and Green Light shewn by Night.

8

Steam Whistle.—From Newcastle to Citadel Station, and to the North.

The Drivers of all Trains and Engines on approaching from Newcastle must give Four Distinct Whistles before Arriving at the Red Signal on that

Line; and all Engines or Trains requiring to pass to the Citadel Station, or to the North, must if necessary be brought to a Stand clear of the Through Crossing on the East Side of the Newcastle Gates and Public Road, and not proceed further until the Junction Signal (which stands at those Gates) is lowered by Day, or Red Light changed to Green by Night.

8a

On passing Saint Nicholas Cabin.

On passing Saint Nicholas Cabin from Newcastle, Passenger Train Drivers must give Three Distinct Whistles, and Goods Train Drivers One Distinct Whistle, to warn the Crown Street Signalman of their approach.

9

Gongs.—Saint Nicholas Cabin, and Newcastle Gates Cabin.

For indicating between the Saint Nicholas Cabin Signalman and the Newcastle Gates Signalman, of the Signals required to be lowered for Trains or Engines to pass, a Gong is fixed in each Cabin, to be used as follows, viz. :—

10

Gong.—Passenger Trains from Newcastle to Citadel Station.

For a Passenger Train or Engine coming from Newcastle going to the Citadel Station, the Newcastle Gateman must give Two Strokes on the Gong in the Saint Nicholas Crossing Cabin, for the proper Signal to be lowered.

11

Steam Whistle.—From East to West, and West to East.

Engines approaching from East to West, or from West to East, must give Three Distinct Whistles before arriving at the Red Signals on the Newcastle Line.

12

Gong.—From East to West.

For a Train or Engine from Newcastle going West, the Newcastle Gateman must give One Stroke on the Gong in Saint Nicholas Cabin for the proper Signal to be lowered.

13

Gong.—From West to East.

For a Train or Engine from the West or Maryport going towards Newcastle, the Saint Nicholas Crossing Signalman must give One Stroke on the Gong in the Newcastle Gateman's Cabin for the proper Signal to be lowered.

14

Government Inspector's Special Notice.
Saint Nicholas Level Crossing.
West to East.

The Government Inspector, on inspecting the London and North-Western Line of deviation at Saint Nicholas, recommended that a Notice Board be fixed on the Newcastle Line, 30 yards West of the London and North-Western Down Line, as follows, viz. :—"No Engine to pass this point until the Crossing Signal is lowered." That Notice is fixed accordingly.

15

Steam Whistle.—For all Down Trains or Engines from South, after passing Upperby Junction.

On approaching Saint Nicholas Crossing from the South, the Drivers of all Down Trains or Engines must give Two Distinct Whistles immediately after passing Upperby Junction, for the Signalman at the Crossing to lower his Signal if the Line is clear.

16

Steam Whistle.—Passenger Trains or Engines from the South on passing Saint Nicholas Crossing to Citadel Station.

Drivers of London and North Western Passenger Trains on passing over Saint Nicholas Crossing, must give Two Distinct Whistles to warn the Signalman at Crown Street Junction of their approach.

17

Steam Whistle—Luggage Trains or Engines from South to North on passing Saint Nicholas Crossing.

Drivers of Luggage Trains or Engines from South to North on passing over Saint Nicholas Crossing, must give One Distinct Whistle to warn the Signalman at Crown Street Junction of their approach.

18

Crown-street Signal Cabin.—Distant Signals.

Signals for Down Trains from South, East, and West, to North and to Citadel Station.

The Crown Street Cabin Signalman has charge of the single Semaphore Distant Signal, No. 5, on Down Line, for both Goods and Passenger Trains; Also Distant Signal, No. 6, on the Maryport Branch. The Distant Signal on the Maryport Branch has Two Red Arms for Day and Red Lights by Night. The Upper Arm and Light are for Passenger Trains only. The Lower one for Goods Trains only.

18a

Goods Trains and Engines from South or East.

No Goods Train or Engine from the South or East must pass on to the Crown Street Junction until the proper Signal above the Cabin for the Down Goods Line is lowered.

19

Steam Whistle—Goods Trains from South and East passing Crown-street Bridge.

On passing Crown Street Bridge the Drivers of Goods Trains or Engines must give One Distinct Whistle to warn the North-End Signalman of their approach.

20

Distant Signals on Maryport and Carlisle Branch.—Trains approaching Crown-street Junction.

Drivers of Passenger Trains and Engines from Maryport must before arriving at this Signal, give Two Distinct Whistles to warn the Signalman at Crown Street Junction Cabin for the Uppermost Arm to be lowered, or Red Light changed to Green by Night.

20a

Steam Whistle.—Goods Trains from the West.

Drivers of Goods Trains and Engines must Whistle Once before arriving at the Signal for the Undermost Arm to be lowered, or Red Light changed to Green by Night.

20b

No Goods Train or Engine from the West must pass on to Crown Street Junction until the proper Signal above the Cabin for the Down Goods Line is lowered, or Red Light changed to Green.

20c

Gong.—Trains from West.

The Maryport Signalman must Strike the Gong in Crown Street Signal Cabin, as follows :—for Passenger Train or Engine Two Strokes, for Goods Train or Engine One Stroke.

21

Stationary Signals.—Crown Street Cabin.

Right Hand Post.

On the *Right-hand Post*, looking from Saint Nicholas, there are Five Red Arms by Day and Red Lights by Night.

The 1st or Uppermost Red Arm and Red Light are for the Down Main Goods Line.

21a

For Passenger Trains from South and East.

The 2nd Red Arm and Red Light are for the Main Platform.

„ 3rd	do.	do.	M. & C. Dock No. 1.
„ 4th	do.	do.	Newcastle Dock No. 2.
„ 5th	do.	do.	Wallside Dock No. 3.

21b

For Trains from the West.

Left Hand Post.

On the *Left-hand Post*, which is for the Maryport Branch only, there are Three Red Arms for Day and Red Lights by Night.

The 1st or Uppermost Red Arm and Red Light is for Goods Trains to Down Main Goods Line.

„ 2nd for Passenger Trains to Main Platform.

„ 3rd do. No. 1 Dock.

21c Page 7

No Passenger Train from South, East, or West, must pass on to the Junction at Crown Street until the Platform Cabin Signalman has lowered a Signal at the Mouth of the Passenger Shed, which done, the Crown Street Cabin Signalman must first turn the Points and then lower the corresponding Signal above his Cabin for the Train to enter the Station, but for one exception to that rule, which is provided for as follows:—

☞ Disc Signal in Crown Street Cabin.

When two or more Passenger Trains arrive near together that are intended to run into the Through Platform Line, which may not be clear of the preceding Train, or of an Arrival Train from the North, the Platform Cabin Signalman must raise the Disc Signal in Crown Street Cabin, and then lower the Signal at the South-end of the Shed, when the Crown Street Cabin Signalman must lower his Distant Danger Signal, *but keep that above his Cabin at Danger until the speed of an approaching Train be reduced to three or four miles an hour, and then lower it*, and exhibit and wave a Green Hand-flag by Day and a Green Light by Night to the Driver of an approaching Train to "Slow Train to Through Platform"—that is, to enter the Station with greater caution, and stop at any part of the Through Platform Line. The same rule to be observed for a Train entering a Dock Line pre-occupied.

22

North-End Cabin

NOTE.—The North British Company advertise their Trains as "Up" from Carlisle, but that arrangement does not affect the Rules, inasmuch as their Trains depart to the North in the same direction as those of the Caledonian and Glasgow and South-Western.

22a

Distant Signal on Down Goods Line.

The North-End Cabin Signalman has charge of the Distant Signal, No. 9, on the West-Side of the New Shed on the Down Goods Line to Main Down Line.

22b

He has also charge of the Signal at the North-End of the New Carriage Shed, to stop Engines from leaving that Shed.—N.B. *The Drivers must give Two Distinct Whistles for the North-End Signalman to lower this Signal or change Red Light to Green if the Line be clear.*

23

Stationary Signals.—North-End Cabin.

Left Hand Post. On the *Left-hand Post* (looking from Saint Nicholas or Citadel Station) there is one Red Arm for Day and Red Light by Night for the Down Goods Road.

Right Hand Post. On the *Right-hand Post* (looking Northwards from Passenger Shed) there are Three Red Arms for Day and Three Red Lights for Night.

23a

For Departure Passenger Trains.

The 1st or Uppermost Red Arm and Red Light are from Through Platform.

„ 2nd or Middle do. do. G. & S. W. Dock No. 1.
„ 3rd or Lowest do. North British or Dock No. 2.

23b

Ten Minutes Interval.

☞ No Goods Train to be allowed to pass the North-End Signal Cabin within Ten Minutes previous to the Departure of any Passenger Train to the North.

23c

Nor any Goods Train or Engine from South, East, or West to pass on to the Down Main Line until the proper Signal above the Cabin is lowered by Day, or Red Light changed to Green by Night.

24

Steam Whistle not to be used in the Shed.

The Steam Whistle must not be used within the Passenger Shed for the Signals to be lowered for Departure Trains or Engines, or for Shunting from the Platform or Dock Lines.

24a

Gong instead for Signal.

When a Passenger Train or Engine is ready to Start or Shunt, the Platform Signalman must strike the Gong in the North-End Cabin for the proper Signal to be lowered.

24b

No Passenger Train or Engine must move until the North-End Cabin Signalman has lowered the proper Signal for the Train to start.

25

Passenger Train Engines entering Through Platform Line from South, East, and West.

The North-End Signalman must lower the Signal at the Mouth of the Passenger Shed from Through Platform Line *for the Engine to go out of the Station and to return on the Up Goods Line to the South*, without lowering the Uppermost Red Arm on the Right-hand post above his Cabin by Day, or changing the corresponding Red Light to Green by Night.

26

Steam Whistles from the North.
Caledonian Passenger Trains.

Drivers of Caledonian Passenger Trains on passing Caldew Bridge must give two Distinct Whistles to warn the Signalman at the North-End Cabin of their approach.

27

Glasgow and South-Western Passenger Trains.

Engine Drivers of Glasgow and South-Western Passenger Trains on passing Caldew Bridge must give Three Distinct Whistles to warn the Signalman at the North-End Cabin of their approach.

28

North British Passenger Trains from Edinburgh, or Silloth.

Engine Drivers of North British Passenger Trains on passing Caldew Bridge must give Three Distinct Whistles to warn the Signalman at the North-End Cabin of their approach.

29

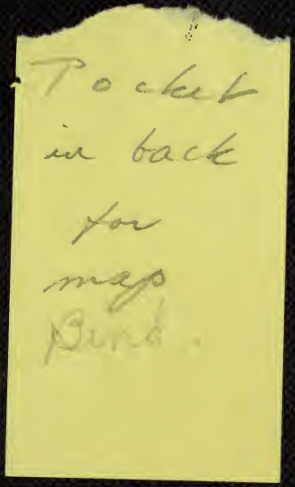
Steam Whistle.—Luggage Trains or Engines from North to South and East, passing Caldew Bridge.

Engine Drivers of all Luggage Trains or Engines from North to South and East, on passing Caldew Bridge must give One Distinct Whistle to warn the Signalman at the North-End Cabin of their approach.

29a

Passing North-End Cabin.

The same Signal on passing the North-End Signal Cabin to warn the Crown Street Signalman of their approach.


Pocket
in back
for
map
Bind.

30

Steam Whistle.—Luggage Trains or Engines from the North to Maryport Goods Yard, passing Caldew Bridge.

Engine Drivers of Luggage Trains or Engines from the North to the Maryport Goods Yard immediately after passing Caldew Bridge must give One Distinct Whistle to warn the North-End Cabin Signalman.

30a

Passing North-End Cabin.

And on passing the North-End Signal Cabin give *Two* Distinct Whistles to warn the Crown Street Cabin Signalman of their approach, and to lower the Signal if the Line is clear.

31

North-End Distant Signal for all Up Trains.

The North-End Cabin Signalman has charge of the Distant Signal, No. 1, on the Caledonian Proper Up Line for both Goods and Passenger Trains.

31a

NOTE.—The North British Company advertise their Trains as "*Down*" to Carlisle, but that arrangement does not affect the Rules, inasmuch as their Trains arrive from the North in the same direction as those of the Caledonian and Glasgow and South Western.

31b

Stationary Signals.—North-End Cabin.

Right Hand Post — On the *Right-hand Post* (looking from the North) there is one Red Arm for Day, and one Red Light by Night for Goods Trains and Empty Engines going South.

Left Hand Post — On the *Left-hand Post* are three Red Arms for Day and three Red Lights by Night for Passenger Trains.

The 1st or Uppermost Red Arm and Red Light is to Through Platform.

2nd or Middle do. do. G. & S. W. Dock No. 1.

3rd or Lowest do. do. North British Dock No. 2.

31c

No Passenger Train or Engine must pass the North-End Signal Cabin until the Platform Cabin Signalman has lowered a Signal at the mouth of the Passenger Shed, which done, the North-End Cabin Signalman must first turn the Points and lower the corresponding Signal above his Cabin for the Train or Engine to enter the Station. *But for one exception to that rule which is provided for as follows, viz. :—*

31d Page 12

☞ Disc Signal in North-End Cabin.

When two or more Passenger Trains arrive near together that are intended to run into the Through Platform Line, which may not be clear of the preceding Train, or of an arrival Train from the South, the Platform Cabin Signalman must raise the Disc Signal in the North-End Cabin, and then lower the Signal at the North-end of the Shed, when the North-End Cabin Signalman must lower his Distant Danger Signal *but keep that above his Cabin at Danger, until the speed of an approaching Train be reduced to three or four miles an hour and then lower it,* and exhibit and wave a Green Hand-flag by Day and a Green Light by Night to the Driver of the approaching Train to "Slow Train to Through Platform"—that is, to enter the Station with greater caution, and stop at any part of the Through Platform Line. The same rule to be observed for a Train entering a Dock Line pre-occupied.

32

Crown-street Cabin.

Distant Signal for Up Goods Trains and Engines from North to South, East, and West.

Signals at South-End for New Carriage Shed, D and E Sidings, and for A B C Sidings.

The Crown Street Cabin Signalman has charge of the Distant Signal, No. 4, on the West Side of the New Shed on the Up Goods Line to Main Up Line. He has also charge of and works the Signal with Two Red Arms and Red Lights on West Side at the South End of the New Carriage Shed to

stop Engines from leaving that Shed and D and E Sidings in Passenger Shed. The Upper Red Arm and Light are for D and E Sidings, the Lower Arm and Light for the New Shed. He has also charge of the Signal to stop Engines from leaving A B and C Sidings on the East Side of the Line adjacent to Crown Street Bridge.

32a

Stationary Signals at Crown-street Cabin.

Left Hand Post.

On the *Left-hand Post*, looking from the North or from Citadel Station, there are five Red Arms by Day and Red Lights by Night.

The 1st or Uppermost Red Arm and Red Light are for the Up Goods Line to the *South and East.*

32b

For Departure Passenger Trains.

The 2nd Red Arm and Red Light are from the Through Platform.

,, 3rd	do.	do.	M. & C. Dock No. 1.
,, 4th	do.	do.	N. E. Dock No. 2.
,, 5th	do.	do.	Wallside Dock No. 3.

Right Hand Post.

On the *Right-hand Post*, looking from the North or from Citadel Station, are three Red Arms by Day and three Red Lights by Night, for the Maryport Branch only.

The 1st or Uppermost Red Arm and Light are for the *Up Goods Line* to Maryport Goods Yard.

32c

For Departure Passenger Trains to the West.

The 2nd or Middle Red Arm and Light are from Through Platform.

,, 3rd or Lowest are from Dock No. 1.

32d

Ten Minutes Interval.

☞ No Goods Train to pass Crown Street Signal Cabin within Ten Minutes previous to the departure of a Passenger Train to the South.

32e

Nor any Goods Train or Engine from the North to pass on to the Crown Street Junction until the proper Signal above the Cabin is lowered by Day, or Red Light changed to Green by Night.

33

Steam Whistle not to be used in Passenger Shed.

The Steam Whistle must not be used within the Passenger Shed for the Signals to be lowered for Departure Trains or Engines, or for Shunting from the Platform or Dock Lines.

33a

Gong instead for Signal.

When a Train or Engine is ready to Start or Shunt the Platform Signalman must strike the Gong in Crown Street Cabin for the proper Signal to be lowered.

33b

☞ No Passenger Train must move until the Crown Street Cabin Signalman has lowered the proper Signal for the Train to start.

34

Passenger Train Engines Entering Through Platform Line from the North.

The Crown Street Cabin Signalman must lower the Signal at the mouth of the Passenger Shed from Through Platform for the Engine to go out of the Station, *through the Down Passenger Line Points, to return on the Down Goods Line to the North*, without lowering the Second Red Arm on the left

hand post above his Cabin, or changing the corresponding Red Light to Green by Night.

35

Passenger Trains from Citadel Station to the South. Steam Whistle.—Passing Crown-street.

On passing over Crown Street Bridge the Drivers must give Two Distinct Whistles for the Signalman at Saint Nicholas Crossing to lower his Signal if the Line is clear.

36

Steam Whistle.—Luggage Trains or Engines from North to South.—Passing Crown-street.

Engine Drivers of all Luggage Trains or Engines from North to South on passing over Crown Street Bridge must give Two Distinct Whistles for the Signalman at Saint Nicholas Cabin to lower his Signal if the Line is clear.

37

From the North and Citadel Station towards Newcastle. Steam Whistle.—Passing Crown-street.

For all Passenger and Goods Trains or Engines proceeding from the North or from the Citadel Station the Drivers must give Three Distinct Whistles when crossing Crown Street Bridge; but all such Engines or Trains going towards Newcastle, must if necessary, be brought to a stand on the North side of and clear of the Newcastle Line, and not proceed further until the Newcastle Gateman lowers the proper Signal by Day, or shews the Green Light by Night.

38

Passenger Trains from Citadel Station to Newcastle. Gong.—Saint Nicholas Cabin and Newcastle Gates.

For a Passenger Train or Engine leaving the Citadel Station going towards Newcastle, the Signalman at Saint Nicholas Cabin must give Two Strokes on the Gong at the Newcastle Gates Cabin for the proper Signal to be lowered.

C. THURNAM AND SONS, PRINTERS, CARLISLE.

RIDER TO INSTRUCTION BOOK

FOR

CARLISLE JOINT STATION.

Notice regarding Hand Signals.

The practice of the several Railway Companies varies in the use of Hand Signals.

One system must be observed on the Joint Line and Station at Carlisle, viz. :—

With Coloured Hand Signal Lamps the *Red Light* means "Stop"—The *Green Light* requires "to proceed with Caution"—The *White Light* indicates "All Right."

But *when it is not practicable to use Coloured Lights*, it is to be understood by Signalmen, Shuntmen, Engine Drivers, Stokers, Guards, and Brakemen, that a White Light waved from side to side (horizontally) requires to "Proceed Cautiously," and moved "upwards and downwards" (vertically) it means "Stop."

THOMAS JONES, SEC.

March, 1865.

CARLISLE JOINT STATION.

RIDER TO INSTRUCTION BOOK.

Notice regarding Signals from West to East.

A separate Semaphore Signal is fixed on the post above the Cabin at Saint Nicholas Crossing, which works along with the Distant Signal for the Maryport and Carlisle Line—that is, when the Distant Signal is lowered, the Signal above the Cabin lowers simultaneously therewith, for Engines to pass from the Maryport and Carlisle Line to the Newcastle Line.

The Signals for the Canal Branch continue to work as heretofore.

THOMAS JONES,
SEC. & SUPT.

December, 1867.

CITADEL ST

System of Si

Commencing at the

Cald

ENGRAVED BY W.&

TION CARLISLE.

nals North to South
Distant Signal as seen from
ew Bridge.

K. JOHNSTON, EDINBURGH AND LONDON

Turn Over "For South to North

UNIVERSITY OF ILLINOIS-URBANA
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